

PROJECT STATUS REPORT						REPORTING PERIOD	
NOTE: See instructions on reverse side.						MARCH 1956	
2. CRYPTONYM		3. DIVISION OR BRANCH		4. COUNTRY		5. APPROVAL	
A. PROJECT	B. SUB-PROJECT	TARGET	BASE	ORIGINAL	BY	DATE	
GRCROOND	EE/A	AUSTRIA	AUSTRIA	LAST RENEWAL	DD/P	7 Aug 53	
6. NAME OF CASE OFFICER		ROOM NO.	EXTENSION	SIGNATURE OF CASE OFFICER			
[Signature]		2311 K	4128				
7. TYPE OF PROJECT		PP	<input checked="" type="checkbox"/> PM	FI			
8. PERSONNEL		AUTHORIZED	ASSIGNED	9. FUNDS FOR CURRENT FISCAL YEAR			
STAFF AGENT	T/O	NONE	NONE	A. CURRENT PROJ. CEIL.	B. CUM. ALLOTMENT	C. EST. CUM. OBLIGATIONS	
CONTRACT	AGENTS	NONE	NONE	: 30,000	: 20,000	: 10,869.35	
10. a. <u>Action Reported by Field</u>							
(1) <u>Communications</u>							
<p>GRLAUNCH 2 and GRLAUNCH A/9 received refresher W/T training from 19 to 22 March. The refresher training increased their sending and receiving speeds to a level designated as "very good" by the training officers. Both agents were extremely pleased with the course and left with the conviction that they could effectively cope with any problem which they might encounter in W/T. The remaining GRLAUNCH W/T agent, GRLAUNCH 3, will probably undergo refresher training during April.</p>							
(2) <u>Evasion and Escape</u>							
<p>The Field has proposed a revision in the organizational structure of the E&E line, which has been generally accepted by Headquarters. The Field concurs with Headquarters policy of limiting recruitments to "top echelon" assets (organizers, wartime managers, and W/T operators). In the future, segment managers will be spotted but not recruited until "top echelon" assets are acquired, or unless there are unusual circumstances warranting immediate recruitment. Clarifications, revisions, and current information about each section are as follows:</p>							
<p><u>Vienna Section.</u> The Vienna section will extend from Vienna to Nuernschlag, where it will join GRREPAIR (south). The total distance is about 60 miles divided into 3 segments. The T/O will include an organizer, wartime manager, W/T operator and three segment managers, a total of 6 assets. To date we have no assets in the Vienna section with the exception of GRGIVING 1, a fully trained W/T operator, who is considered a flexible "across the board" asset. GRREPAIR 3, the organizer for GRREPAIR (south), has suggested a possible organizer for this section. All possible leads will be investigated in order to acquire a suitable organizer at the earliest possible date.</p>							
<p><u>GRREPAIR</u> A segment will be added to GRREPAIR (north) in a southeastern direction from Liesen to Walder Hoehe and a segment will be added to GRREPAIR (south) extending in a northwestern direction from St. Michael bei Leoben to Walder Hoehe, thereby joining the above sections near their eastern ends. The distance from Liesen to St. Michael is about 35 miles and will add flexibility to the escape route. The GRREPAIR (north) section will thereby be increased</p>							
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> REMARKS: (Any important detail not listed in the instructions) </div> <div style="width: 35%; text-align: right; font-size: small;"> DECLASSIFIED AND RELEASED BY CENTRAL INTELLIGENCE AGENCY SOURCES/METHODS EXEMPTION 3828 NAZI WAR CRIMES DISCLOSURE ACT DATE 2007 </div> </div>							

from 3 to 4 segments.

The GRREPAIR (south) section which, with the addition of the St. Michael-Walder Hoehe segment, extends for about 175 miles, will be sub-divided into two sections, namely, GRREPAIR (south) and GRREPAIR (west). GRREPAIR (south) will cover about 55 miles, from Muerzzuschlag to St. Michael to Walder Hoehe, broken down into three segments. GRREPAIR (west) will cover about 120 miles, from St. Michael, through the Mur valley and over the Radstadter-Tauern pass to Radstadt, which will be broken down into 5 segments. One segment of the old GRREPAIR (south) organizational concept has been divided into two segments. Thus the net result of the changes in the GRREPAIR organizational structure is to add three segment managers, one wartime manager and one W/T operator to the table of organization. GRREPAIR 3, the organizer for the original GRREPAIR (south) line, will continue as the organizer for GRREPAIR (south) and GRREPAIR (west).

During the reporting period, GRREPAIR 9, a segment manager candidate, was recruited. Subsequent evaluation has indicated that GRREPAIR 9 has the necessary qualifications for the role of wartime manager, and subject to the agent's agreement, will be upgraded from segment manager to wartime manager of GRREPAIR (south). Similarly, subsequent evaluation of the previously recruited segment manager, GRREPAIR 7, has indicated that he can be satisfactorily upgraded to the position of wartime manager for GRREPAIR (west). If GRREPAIR 7 and 9 are successfully upgraded, the three GRREPAIR sections will each contain a recruited wartime manager.

GRREPAIR 10 will be contacted and asked his decision in regard to accepting recruitment as a GRREPAIR (north) segment manager. If affirmative he will receive basic instruction.

GRBATIK. The GRBATIK section has been sub-divided into three sections, namely, GRBATIK (east), GRBATIK (north) and GRBATIK (south). GRBATIK (east), extending from Radstadt to Pass Thurn, covers a distance of about 55 miles and is divided into two segments. GRBATIK-1, the only asset in the entire GRBATIK line and previously the organizer for all of GRBATIK, will be the organizer for GRBATIK (east) only. Since this agent has stayability, and since he has not been compromised, Headquarters has suggested that his status be changed from organizer to wartime manager.

GRBATIK (north) extends from Pass Thurn to Innsbruck, a distance of about 75 miles broken down into five segments. GRBATIK (south) bypasses Kitzbushel and offers an alternate route of escape, from Uttendorf to Jenbach, a distance of about 50 miles, broken down into two segments. Both ends of GRBATIK (south) tie into GRBATIK (north). At present, there are no assets in these sections. One organizer will be responsible for both sections and also GRBATIK (east) if GRBATIK-1 becomes a wartime manager. A wartime manager and W/T operator will be required for each of the three GRBATIK sections,

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except that a W/T operator will not be required for GRBATIK (south). Thus the only change from past organizational structure is to add one segment manager and one wartime manager to the table of organization, and to more clearly define the area of responsibility of GRBATIK-1.

During the reporting period, GRBATIK-1 submitted two persons of possible operational interest as segment manager candidates.

GRBLAMED. The organizational structure for GRBLAMED (north) and GRBLAMED (south) remains unchanged. Each section is broken down into four segments. The Field sent a report detailing the status of all former, current, and spotted GRBLAMED assets. Candidates for wartime managers for both sections have been spotted, assessed and cleared, and will be approached in the near future for recruitment. Likewise, candidates for W/T operators have been spotted and will be approached if complete assessment is satisfactory. Each section has one recruited segment manager. The remaining segment manager positions in GRBLAMED (west) are filled with cleared but not recruited segment managers, plus alternate candidates. To date, candidates for the remaining three segment manager positions in GRBLAMED (east) have not been spotted.

(3) Resistance

The GRLAUNCH principal agent submitted his proposals for future activity. In general, these proposals are far more extensive and ambitious than Headquarters and the Field feel is practical or desirable at this time. The Field is preparing a detailed report based on GRLAUNCH-1's proposals, Headquarters correspondence and Field views which will serve as a basis for decisions regarding plans for GRLAUNCH activity. This subject will be taken up in detail in the Project Status Report for April.

b. Pending Action

Rewrite the GRCROOND project outline. The first draft has been virtually completed.

d. Security Factors

No new information.